Kawasaki Dual Sport 650 Owners Group

Kawasaki 650 Dual Sport News

... Newsletter of the ***Kawasaki 650 Dual Sport Owners Group*** JULY/AUGUST 1998

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Moto Musing

Gino Pokluda

Bikes and Dogs

I have a habit of taking everyday normal stuff and relating it to the world of motorcycles. Frankie, my wife, thinks I should seek professional help regarding this habit, but I know it is perfectly normal for those of us addicted to the motorized two-wheel persuasion. The other evening, for example, some of my neighbors and I were sitting out on my deck drinking coffee and enjoying the cool mountain air after a blistering hot day. We were talking about dogs and the various quirks some of our current and previous four legged companions had. Naturally, my mind began to relate the canine topic to motorcycles and how some of my bikes actually behaved and acted like the dogs we discussed.

My KLR650, for instance, has the characteristics of a Border Collie and Labrador Retriever mix. Reliable, hard working and not too big but substantial enough in size to hold its own out in the real world. My very-red Suzuki Bandit 600 definitely has a healthy dose of terrier mix in it. A little on the high-strung side, quick, agile and dependable. Like the KLR650 not a big bike, but large enough to fend for itself and run with the bigger dogs. Then we have my Yamaha 1100 Virago, which is mostly American Bulldog mixed with a bit of Dalmatian. Definitely not the best looking dog on the street but very strong and can easily chase lesser dogs back onto the porch just for grins. A tough dog, but always friendly and fun loving. Finally we have my 1981 Yamaha XV920. This is a big goofy dog, probably a large amount of yellow Labrador Retriever in this one, along with some St. Bernard. Not a particularly agile or graceful dog, but strong, durable, friendly and always fun to have around.

That evening we mostly agreed that mixed breeds were the best as opposed to pedigreed animals; again, something that I can easily relate to my experiences with motorcycles. Like papered and registered purebred dogs, exotic bikes need not apply for residence in my garage. I prefer bikes that have the good elements from the world of exotica and present them in an easy to own package. But, most of all, we agreed that a good dog, like a good bike, always gives more than it takes.

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UPDATES

CORRECTION

In the carburetor rebuild article in the June/July issue, the dealer set the air mix screw at 1.5 turns out not 11 turns out.

In that same issue, I failed to mention in Carl's Corner that the engine should be stone cold before checking the valves.

Pancho Villa Moto Tours Copper Canyon adventure is almost full. Bill Haycock tells me that there are about 4 spots left on what many say is one of the best dual sport adventures you can go on. This promises to be a great ride so if you have ever thought about heading down into Mexico, now is your chance.
For more information, contact Pancho Villa Moto Tours at 800-233-0564.

Cover Photos

The large cover photo is supplied by Pete McMahon and shows how beautifully

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The Maya Trip: Part 3 of 3

by Bill Haycock

By the time of Christ, the Great Plaza was beginning to assume its present shape and extent. With the dawn of the Early Classic period about 250 AD, Tikal was an important religious, cultural and commercial city with a large population. By the middle of the Classic period, in the mid-500s, Tikal's military strength allowed it to grow until it sprawled over 30 sq km and had a population of over 100,000. Around 700 a new and powerful king named Ah Cacau ascended the throne of Tikal. He and his successors were responsible for building most of the great temples around the Great Plaza, which survive today.

The greatness of Tikal collapsed around 900, and it was not alone in its downfall. If you recall back to many other cities described on this trip, around 900 AD seems to be a common time frame for many of the Mayan cities to collapse and decay. The reason for this collapse is yet a mystery, although many theories are presented, no one theory has prevailed.

We spent two days in Tikal. The rain forest type rain continued for most of our stay. The rain was typical of the rain forest-light, steady, and misty. Although a slight inconvenience, it did not cause any problem as far as viewing the ruins. In fact, it added a degree of mystery and beauty to the whole experience.

At this point, all of us are wondering about the condition of the 70 miles of dirt road leading from Flores (south of Tikal ruins) to the next paved road in the southern part of Guatemala. We had to ride this road if we wanted to get to Antigua, our next destination. During the last year we had tried to research this road as many stories and articles had informed us it was very difficult and at times impassable. The rain would not help! We decided to give it a try - we could always turn back! (sure!!) Who ever turns back? Besides, what is Dual Sport riding without a little mud and dirt!

The road from Flores to Dolores, San Luis, Modesto Mendez, crossing Largo (lake) Izabal and finally dead-ending into highway 9 was, at one time, all dirt and very rough. Two years ago, a friend of ours, Frank Campbell, rode this road and it took him over ten bone jarring and pot-holed filled hours to make the trip! We did not know if it would be better or worse, especially with two days of rain to factor in!

As it turned out, the road is much improved and is now paved from San Luis to the Guatemala main highway 9 which runs from their port of Puerto Barrios to Guatemala City. We had a very enjoyable ride down this road. It was muddy but no problem for a typical Dual Sport ride! Stopping along the way to visit the local Indians, Mennonite missions, and other travelers was a highlight of the trip.

Once off the dirt part of the road we knew we were "home free!" Just as I was trying to imagine walking into the lobby of a nice hotel covered from head to foot with mud I noticed Robert slowing down and turning off to a road leading down to a fast moving stream. We followed and soon realized what Robert had in mind. It became evident as we watched Robert wade into the stream and begin to wash himself off! One has to imagine how it must have looked to the native Indians standing on the bridge as they watched five "Gringos" splashing around, fully clothed, in the stream. It worked! Within ten minutes we were clean from head to foot-although wet- but with Aerostich jackets and pants it made no difference, only the outer layers were wet and clean. We even cleaned up the luggage and saddle bags! John began to wash his bike, but we said "enough John," we don't want to look "too good!" (The guard at the Hotel ended up washing the bikes.)

We arrived in Largo Izabal early in the afternoon and checked into a nice resort hotel on the lake that Frank Campbell had recommended from his trip of two years ago. The Hotel Turismo Marimonte is located just after

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....Maya Trip: Part 3 continued

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crossing the long bridge over lake Izabal, about one km past the lake, with the turn off about 100 meters on the left past the Shell station. You will see the gate and armed guard on your left. This is a very comfortable and up-scale resort, catering to the boating crowd of wealthy Guatemalans. During the week it is virtually empty but we were told it is generally full on weekends as upper class Guatemala hangs out here with their families and boats.

On to Antigua! We left early in the morning for the ride to Guatemala City and then the short ride to Antigua. This is a very twisty, mountain type road, filled with heavy trucks going from Puerto Barrios to Guatemala City. Be careful on this road! The combination of high altitude, mountain curves and long lines of slow moving trucks can cause one to be impatient and take risks one would not normally take. Pass with care and use good judgment here!

Entering Guatemala City we knew we were in for a maze of streets and unsigned roads. We had determined we would stay together the best we could but cautioned against unsafe riding "just to keep up!" Robert did a fantastic job of getting us through. We became disoriented a few times but the group stayed together, remained calm, and Robert was able to get us through with a minimum of confusion and back tracking - great job Robert and the total group for "hanging in there!"

Going through Guatemala city requires a little map work and a good attitude. It is a large, dirty, noisy city with very poor signage - just try to keep heading west, ask directions often, stay calm and you will eventually make it. After all, its all part of the adventure!

Approaching Antigua, one climbs to higher elevation and the temperature begins to drop, the air clears and one is rewarded with the beauty of volcanoes, great twisty roads, and the anticipation of one of the most beautiful and well preserved Colonial Spanish cities in Central America-we were not disappointed!

The highlands, stretching from Antigua to the Mexican border north-west of Huehuetenango, are Guatemala's most beautiful region. The green hills are covered in grass and the fields are mainly corn. There are great stands of pine where the fields end. All this lushness comes from the abundant rain which falls between May and October.

Highlights of the region include: Antigua, Guatemala's most beautiful colonial city; Lago de Atitlan, a perfect mirror of blue surrounded by fuji-like volcanoes;Chichicastenango, where traditional Mayan religious rites blend with the Catholicism introduced by the Spanish; Quetzaltenango, the commercial and market center of the south-west; and Huehuetantenango, jumping off place for the cross-border journey to San Cristobal de las Casas in Chiapas, Mexico.

Every town and village in the highlands has a story to tell, usually beginning more than a thousand years ago. Most towns are heavily populated by the Mayan descendants. The traditional values and ways of life of Guatemala's indigenous peoples are strongest in the highlands. Mayan is the first language, Spanish a distant second.

If you have only three or four days to spend in the highlands, spend them in Antigua, Panajachel, and Chichicastenango. Since we were limited to two days we chose to spend all our time in Antigua and enjoy our ride through the highlands on our way to Mexico.

Antigua is located in the highlands at an altitude of approximately 4,800 feet. It has a population of around 28,000 people. It is among the oldest and most beautiful cities in the Americas. Its setting is superb, amidst three volcanoes named Fuego, Agua, and Acatenango. Fuego (fire) is easily recognized by its plume of smoke and - at night - by the red glow it projects against the sky.

Founded in 1542, Antigua has weathered 16 damaging earthquakes, floods and fires. The

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the Al Jesse panniers compliment the KLR650. Check out the review of the panniers on page 9.

The smaller photo is of David Anderssen's drop-dead gorgeous KLX650 Super Motard. The full story for this gem is on page 8.

If you would like to submit a cover photo, please send one in with a brief description of the picture. If you would like it back, please include a self-addressed and stamped, envelope with it.

Directory

If you would like to be included in the next K650DSN directory, please send your name, address, phone number and e-mail address. **You are not automatically entered into the directory**. The next directory will be in the January/ February 1999 issue.

Subscription Renewals

If your mailing label has **RENEW** in the

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upper right corner, you'd better pay your subscription dues if you don't want to miss out on the next issue!

Web Page News

Think you are getting the whole story on KLR650's from the K650DSN ? The KLR webpage has bunches of articles that don't appear in this publication and is well worth checking out. For those who have not visited the page, it is located at **www.geocities.com/~klrdsn**. We would really like to add more pictures of our group, so please submit photos for the photo album.

KLR650 Electronic Mailing List

The KLR650 mailing list is easily one of the more entertaining lists on the net and well worth subscribing to. To subscribe, simply send the message "subscribe klr650" to majordomo@lists.xmission.com. To post a message to the

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....Maya Trip: Part 3 continued

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sturdy colonial buildings which remain have proved their worth over and over again. There are many churches and old colonial buildings to visit. The central plaza is the center of activity each night. One can spend at least a few days just visiting the many museums in the city.

We chose to stay at the Hotel Convento Santa Catalina as it is one of the original Convents of the early period of Spanish dominance here. Recently restored and made into a hotel it still has its original character and charm. It is located about two doors south of the famous and impossible to miss "Arch." The arch used to be a main entrance into the city hundreds of years ago. Also, the hotel is only a few blocks from the Plaza so one can walk to all the important sights from the Arch.

Robert and I spent the better part of a day exploring the city and wished we had more time. Antigua is definitely a place to come back to and spend a week or more. There are a number of language schools here that tailor courses to individual needs. Group classes as well as individual classes are very popular among the visitors from all over the world.

Leaving Antigua for the Mexican border provided a fantastic ride through the highlands. Great roads, scenery, and many interesting little villages made this ride one of the best of the trip! We wished it would not have ended so soon but eventually we descended down to the flat lands, entered Mexico at Tapachula and rode to Tonala for the night. We violated one of the main "do not do" rules of riding in Mexico! We spent about one hour riding at night and it was a thrill to say the least! For some reason, Mexicans believe they can save their battery if they don't use their lights. So, they simply don't turn on their lights at night. This might be OK in a city but on a dark highway it can get a little nerve wracking to have cars pass you and come toward you and never see them until they pass! So much for that never again if I can help it! On to Oaxaca!

Oaxaca State includes about 3.5 million people. About half these people are Indians from at least 14 different cultural backgrounds. Each group has their own language and they still dress in their own distinctive style of dress. The Indians engage in farming and handicrafts. When you are in Oaxaca you will see many markets and Indians selling their goods-it is a very interesting way to spend the day, just be prepared to bargain!

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The Maya Trip: Part 3 ...continued

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Oaxaca is one of the oldest Spanish towns in Mexico. It was founded by Cortez in 1529 and has been the state capitol ever since. The early history of Oaxaca goes back to the Aztec days. The Aztecs' settlement here was called Huaxyacac (Place of gourds), from which Oaxaca is derived. The first Spanish settlement was 1.5 km north-east of the modern center of town. Eighteenth-century Oaxaca grew rich on exports of cochineal, a red dye from tiny insects. Later, textiles became the main source of income for Oaxaca.

An earthquake in 1854 destroyed much of the city. It was slowly rebuilt and soon reached a population of 30,000. An other earthquake in 1931 left 70% of the city uninhabitable. Now, tourism and other new industries have revitalized Oaxaca. Again, the central Plaza is the focus of the city. We stayed at a hotel right on the Plaza and enjoyed the sounds and activity that are always part of the Plaza scene! Walking around the Plaza and markets, looking at the old churches and colonial era buildings is a great way to spend the day. We spent two days in Oaxaca and we could have spent two more-there is just too much to see and do!

The Spanish colonial architecture is fantastic! Street after street of old colonial building seem to go on forever. Oaxaca also has a number of good language Institutes for those who would like to spend a month here and learn a little Spanish while enjoying the city.

Our next stop would be the equally interesting and historical city of Puebla, about 100 miles east of Mexico City. If you travel this route, I would recommend you ride the Libre (free road) out of Oaxaca on highway 131 to the town of Tehuacan and then jump onto the Cuota (Toll road) to Puebla. We rode the free road all the way-the first half was great riding with some mountains and curves to play on.

Fantastic scenery and long stretches with very little traffic. At Tehuacan the road turns flat and boring with small dusty villages one after another. Nothing to see here but heavy trucks, dust, and slow moving traffic heading for Puebla!

Few Mexican cities preserve the Spanish imprint as faithfully as Puebla. There are over 70 churches and 1000 other colonial buildings in the central area alone - many fashioned with the hand-painted tiles for which the city is famous. Founded by Spanish settlers in 1531 as Ciudad de los Angeles, with the aim of overshadowing the nearby pre-Hispanic religious center of Cholula, the city became Puebla de los Angeles eight years later and quickly grew into an important Catholic religious center.

Cholula is 10 km west of Puebla and has the biggest ancient pyramid in the Americas. At 425 meters square and 60 meters high it's even larger in volume than Egypt's Pyramid of Cheops. Between 1 and 600 AD Cholula grew into one of Mexico's most important religious centers. When the Spanish arrived, the pyramid was partially torn down and a Catholic church was built on the top. This was a common practice in the Spanish Conquistador; days-tear down all the religious symbols and buildings of the Indians and replace them with Catholic churches! In fact, the Spanish built Puebla specifically to devalue Cholula as an Indian religious center! Cholula is worthy of a visit if you have an extra day.

Today Puebla is a jewel of a city reflecting all the Spanish colonial charm one could want. The great churches are unbelievable in their beauty and wealth. Gold figures, huge paintings, and religious statues are found in all the major churches. The church across from the Plaza is said to be the largest church in Mexico with 21 individual chapels under one roof. It has the tallest bell tower of any in the Americas. Other churches are smaller but equally impressive!

The Plaza (zocalo) in Puebla is the grandest and most active of any this author has visited. Every night and all day on Saturday and Sunday the Plaza is full of families and people walking and eating at the many outdoor cafes. Political rallies are not uncommon in and around the Plaza and the people seem to view these as just part of the entertainment!

Puebla has the typical market place to visit. The Indians are not so evident here but the market still has a great selection of art-work, crafts and traditional cotton clothing with artistic embroidery work. Always visit the market-it is the pulse of the city!

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list, send the message to klr650@lists.xmission.com.

OTHER DATES:

Four Stroke Singles National Owners Club will have their national rally in Red River, New Mexico on September 8-9, 1998. **BMW Owners National Rally** will **be in Missoula, Montana on July 9-12, 1998**

NEXT ISSUE:

MAP Engineering front brake kit.

City Bike KLR650 Review

Publisher, Brian Halton, was kind enough to send me a limited supply of the issue, which I would be glad to send to you. Please send a self addressed 9 X 12 envelop with $1.47 postage attached or send me $1.47 and I'll get one out to you. I only have about 50 copies to send and they will go fast.

Kawasaki Announces 1999 KLR650

The KLR650 makes its appearance in the Kawasaki line up for an unprecedented

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twelfth year in a row, making it the longest running unchanged dual sport motorcycle ever. It is unchanged mechanically and has the same Spruce Blue paint but now has bolder graphics. Don't worry, we won't be seeing a repeat of the "Malibu Ken" KLR650 of 1995. The Graphics are basically the same except the purple highlights have been replaced with a yellow splash pattern. Although I would rather see something a little more rally-like, these new graphics look fine. By the time you read this, the 1999 KLR650s will be available at your local dealer with no price change; MSRP is still $4799.

Utah Get-Together T-shirts

I still have some Utah Get-Together T-shirts left in sizes XL-XXL. They have a rock art design of riders and KLR's. Not many of these left, so get one while you can. 100% cotton, $10.00 + $3.00 shipping. Send check to Kawasaki 650 Dual Sport News, PO Box 698, Sandia Park, NM. 87047. Make sure to state your size.

State Coordinators

I would still like to get

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....Maya Trip Part 3

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We stayed at the Colonial Hotel, one block from the Plaza. I would recommend this hotel for small groups traveling by motorcycle as it is off the street and difficult to get to by car-but not motorcycle. Be prepared to ride down the sidewalk for half a block to get to the front door. No one seems to mind! Park right in front and leave the bikes there-no need to park on the street!

Puebla was the last major stop on our trip! From now on it was a matter of getting to the border and home! We knew it would take about two days to make the ride so we decided to make the best of two days and find a route through the mountains and enjoy our final two days.

We took a rather complicated route to Pachuca in order to position ourselves for a great mountain road (highway 85) from Pachuca to Zimapan to our overnight stop at Tamazunchale. We all agreed at the end of the day that one of the best roads we had ever ridden was the stretch from Zimapan to Tamazunchale! Tight curves, smooth sweepers, mountain scenery, blue sky and absolutely no traffic to speak of. Over 140 miles of fantastic riding. We liked it so much that we agreed we must come back and spend a week riding and exploring this road. Maybe next year!

We left Tamazunchale at first light for the 65 mile ride to Ciudad Valles and breakfast at the hotel there. It was raining and the mountain road for the first 30 miles was slippery and dangerous! Finally, the sun came out as we hit the lowlands and the rain stopped just short of Ciudad Valles. A good breakfast and then the final ride to the border-long, flat but fast! We arrived in Matamoros late afternoon and said our goodbyes to John and Richard. They were going to continue on a few hours before stopping. Robert, Neal and I spent the night in Brownsville before heading our respective ways the next morning.

This was the most successful trip I have ever been on! This group of guys were fantastic to travel with. We all spoke about how well things had turned out, how well the group interacted and what a joy this trip had been. I believe good planning, a known agenda, and a proven group of riders made the difference. I want to thank all of you for helping me enjoy this ride and I will look forward to more rides in the future.

To those of you reading this article and wondering about your ability to ride in Mexico I would simply say "GO!" It takes no special skill, just some planning and preparation. A Dual Sport bike is best but other touring bikes can make it too-you will simply not be able to explore some of the dirt roads as well.

One other way to enjoy Mexico is by going on an organized tour! One company, Pancho Villa Moto tours has been taking groups to Mexico and Central and South America for over 15 years. They will design your route, make hotel reservations, do the paperwork, provide a staff guide and back-up vehicle and generally do all the work while you enjoy the ride! Call 800-233-0564 For Details and Tour Descriptions. A great way to introduce yourself to the Mexican experience!

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KLX650 Super Motard

Photos and Text by
David Andersson

A word of warning concerning Super Motards: Don't get into the whole Super Motard business! It quickly becomes an all consuming obsession. Here's my story.

Having ridden MX-bikes as a kid and since then countless other bikes, (a couple of strokers, the odd race rep and so on) I one day happened upon a KLX that had only 3000 klicks on it. A '93 street model. The thing is that in Stockholm (where I live) the insurance premiums for multi-cylinder bikes with lots of power are horrendous. For a dual sports bike on the other hand they are quite cheap. Seeing the opportunity of saving some money, and at the same time a chance of adopting a more relaxed and slower riding style, I bought it. At first I was very disappointed with the power, but then again - I had bought the bike because it was slow, so I tried not to think about it.

Then last summer I went to Paris with my girlfriend (not on the KLX) - big mistake. It turned out that every Galoise-smoking, self respecting Paris-dweller rides either a V-max (big, terrible handling, overrated power) or a Super Motard (mean looking, great handling, cool). The most popular bikes to give the motard treatment seemed to be Yamaha XT's and KLR/X's. I was hooked. So this winter I tore my KLX to pieces and did some mods (listed below) and now I'm the owner of a Super Motard. The bike is now really fun to ride, and I get stopped almost every day, by despatch riders, who want's to know what just passed them on the inside.

The only problem is that I need more power. A lot more power to be frank. Nothing cams, re-jetting, pistons and a new pipe can give me. At first I wanted a Duke, but after having ridden one - nah, not quite powerful enough (and quite heavy actually). And besides, although they look cool, they are not 'proper' Super Motards. But now I have found my ultimate dream bike - a '98 600 cc Husaberg enduro bike (Swedish made - hooray!) This is a real racer, capable of utterly crushing a Duke, a FireBlade or whatever. It weighs a full 50 kg less than my KLX, it has an electric start and a balancer shaft (although it vibrates quite a lot anyway). And you can order it all motarded up. You even get the choice between a 4 or 6 speed gearbox (due to the massive torque, a gearbox is almost superfluous - Joel Smets who is the reigning 500cc MX World champ uses a three speed box), conventional or upside-down forks etc. A French magazine called "Moto Revue" tested it and said (and I quote): "Caution dynamite...just imagine handling a missile making a CBR 900 a laughing stock". I can now no longer sleep nor eat, I just want for someone to buy my KLX so that I can get this awe-inspiring machine.

On the other hand, my KLX is now in a top notch condition (only 10 000 km on the clock)

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more folks signed up as State Coordinators. You would help scope out dual sport rides in your area and meet your local members. If you are interested write or call me at 505-281-9886 - Gino

New Advertising Policy

Starting January 1, 1999, Kawasaki 650 Dual Sport News will have a new advertising policy.

Basic Advertising

Basic advertising is available for **free** with the annual $15.00 subscription fee. A basic advertisement consists of no more than six lines placed in the Haves, Wants, Needs section; were individuals may sell motorcycle, parts, accessories and other motorcycle related items, or the new KLub Store section; where businesses that make items specific to motorcycling may sell their products. The advertisement may be changed as many times as needed as long as the changes are received by K650DSN by the cut-off date prior that issue. A basic ad will be published in each issue for up to one year.

Deluxe Advertising Policy

Deluxe advertising

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Al Jesse Aluminum Panniers

Photos and Text by Pete McMahon

My first encounter with the Jesse luggage system came three years ago in mounting a set of proto types on a BMW R100GS PD bound for South America. I was so impressed with the way those bags stood up to the punishment of that trip that I purchased a set for my R80 G/S PD. After daily use and some rough rides, including one to the bottom of Copper Canyon, when time came to decide on a luggage system for my new KLR, the decision was easy. There was one problem, Al Jesse was not making any for the KLR. Fortunately after hearing from Gino, and other riders, Al decided to make up 4 pairs of proto types to test the market. I made sure I had my name on a pair before he even began production.

Al is constantly modifying and improving the design of his luggage. The bags now mounted on my KLR have evolved significantly from the first bags I mounted on my friends BMW. The one item that has not changed is Al's incredible attention to workmanship and detail. These bags are simply beautiful. They are hand made from .080 aluminum and are available powder coated in either clear or black. The design and shape of the bags allow the load to be carried low and centered, with the right case shaped around the exhaust to make use of usually wasted space. The carrying capacity is 85 liters, yet because of the shape, the profile of the bags is very narrow and clean. If my handlebars will go through, I know the bags will too. The lids are tall for added capacity and angled so water runs off the box not in. All openings are sealed with silicone to minimize dust and a heavy-duty gasket seals the lid opening. An extremely nice feature is the way that the lids open creating a handy shelf for tools when working on the bike or for food when preparing a meal. The lids are equipped with a plunger lock system which is clean, easy to use, and efficient.

Top loading boxes for me are the only way to go. The clamshell or side loading bags always allows half my gear to fall out every time I open them. However, the shape of the opening in the Jesse bags do not allow for a pull out bag liner. Instead, I have developed a system where I pack everything is various size stuff sacks, allowing for quick packing and unpacking.

A concern I had was how my bike would handle with the bags fully packed. On a recent trip into Mexico, with bags crammed full of gear, I did not notice any handling problems. I was able to cruise at 85 mph without the front end feeling light or unsteady. Low speed handling was also not affected. I made sure I balanced out the load the best I could by also using a tankbag and Aerostich tank panniers. The bags do not interfere when I am walking or pushing the bike.

The mounting brackets are strong and simple, with an easy attachment system consisting of a large allen bolt securing the bag to the bracket. This allows the bags to be removed in under a minute, although they fit the bike so well I find that I leave them on even when not in use. The brackets are powder coated black and are supplied with stainless steel hardware. Installation is fairly straightforward but does eliminate the stock grab handles while retaining the luggage rack.

Aluminum expedition luggage has become very popular in the last few years. If you are looking for a large capacity, rugged, hand crafted luggage system that mounts securely, is lockable, extremely functional and looks great, the Jesse system is well worth considering. The price is $800 plus $20 for shipping. Al can be reached at (712) 732-2234 or by e-mail at Luggage@Goodnet.com.

Editor's Notes on Al Jesse Aluminum Panniers

While I have not had any real world experience with the Al Jesse pannier system, I have had the chance to closely inspect it and observe some of its design benefits. The most obvious plus these panniers have is their narrowness and compactness. By design the panniers, when mounted to the bike, measure two full inches narrower than the handlebars,

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... Al Jesse Panniers

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making them the one of the narrowest if not the narrowest hard shell luggage systems available for the KLR650. What makes this more appealing is that despite their narrow profile, the combined capacity of both side cases is almost 80 liters and an optional rack for the lid of each box will allow for more to be strapped on top. With all of this capacity, you would think the handling of a light bike like a KLR650 would be compromised, but not so. Since the boxes are tucked in low and neatly, the weight is carried very close to the bike, which helps minimize the effect of a load on the bikes center of gravity. This is not to say that you can fill the cases with lead, remember you are dealing with a lightweight 650cc single cylinder motorcycle.

Another nice characteristic of the Jesse setup is the excellent craftsmanship in both the mounting hardware and boxes. One thing I really like is how the leading corner of the box is angled. While I am not sure if this was deliberate or not, the lack of front corner is nice especially when you are paddling your way through sand and the back of your leg meets up with the side box. A sharp corner means lots of pain while a nice cut-off corner simply reminds you there is a box back there.

Details abound on the mounting hardware, which isn't all that obtrusive when the boxes are off of the bike. The turn signals are relocated nicely and the cast side brackets for the luggage rack are replaced with nicely executed steel side plates to facilitate mounting struts and turn signals. Al even designed a nice exhaust nozzle that bolts on and redirects exhaust straight back and away from the box and the plastic fender.

All in all, the Jesse panniers would be an excellent choice for the adventure tourer and an equally good choice for the KLR650 owner wishing to set up their KLR as a road tourer. The price of the system is $800.00, a bit on the pricey side, but well worth the cost in my estimation given the attention to detail and well thought out design. The Al Jesse Aluminum Panniers can be modified to fit the KL650B1 Tengai but none are available for the KLX650.

Top photo: *The entire luggage rack frame is replaced with a new steel unit that allows for turn signal relocation (using stock turn signals). The lid opens outward so as to not interfere with items strapped to the bike. The robust gasket keeps contents dry in all conditions.*

Bottom photo: *You would be hard pressed to find any other hard luggage that gives you well over 80 liters capacity and cut as narrow a profile as the Al Jesse setup. Note that the tops of the boxes are below the seat, keeping weight low on the bike.*

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Combat Touring II

Text by Jim Barthell

Clothing for Commuting

Justin model 3040 Motorcycle Boots

These are the boots offered by Competition Accessories. They come in black and are what is called a roper" style boot. I bought mine in the spring of 1996 at the Justin factory outlet in Justin TX. Since then I have ridden several thousand miles and walked my way through three sets of heels. The boots are made of a heavy boot leather. Heavier than your normal non-riding boot but not nearly as substantial as say the Aerostich combat touring boot. The Justin boot is very comfortable for day to day wear. I also wear them in the car, plane or walking around. They look right at home at the office or any where else. I have worn them with jeans, Dockers and with a suit.

One problem or feature with these boots, depending on your point of view, is that there appears to be a heavy steel shank in the bottom of the boot. I'm sure the shank would come in handy in an emergency but it also sets off the metal detectors at the airport every time. On the other hand, how many riding boots are comfortable enough and look good enough to wear every day. Drawbacks are, that the boot is not waterproof so if you commute in the rain you'll still need your rubber boots. Also, I have never tested them in a getoff. I suppose it would be possible for them to be pulled off by the force of the accident.

First Gear OverPants

OverPants is the model designation and they are only available through a dealer. They are black leather with heavy duty zippers down the outside of the leg. The bottom of the legs are closed with silver snaps and velcro. The top of the pants have an integral belt and elastic sections. I wear size 38 waist Dockers and also a 38 in the OverPants so order accordingly. You may need to specify the leather version, if that is what you want. The first pair that was delivered were of a synthetic fabric. Until these pants arrived I used a 2-piece Aerostich Roadcrafter for my commuting needs, This is a very fine garment but I find Cordura just unbearably hot. The leather OverPants are warmer than denim, a little warmer than my Hein Gerike boot-cut leather jeans and a lot cooler than my Aerostich was. Yes you will need a rainsuit when it rains, but you'll be much cooler, and much more comfortable when it doesn't.

Jim Barthell - TX
'97 'C-O-O-O-W'...asaki KiLleR 650
FSSNOC #2421

...KLX Super Motard

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and as I heard people asking for input on motards, this is what I did to it:

1. Swapped rims (and spokes) for Spanish Acront 17 inchers
2. Fitted Pirelli Dragons 120/160
3. Removed all graphics
4. Removed all unnecessary (for the street) plastic, such as brake and hand protectors
5. Changed turn signals to smaller ones
6. Cut rear frame off, made it more narrow and shorter, turned it “upside down” - welded it back on.
7. Changed rear fender for a more modern upward-pointing one from a Honda CR500 (see above)
8. Junked the huge luggage rack
9. Fitted a new rear light and mud guard-assembly (UFO)
10. Changed front mud guard to one from a Yamaha crosser (UFO)
11. Powder coated frame black (it was mint-green would you believe! Leave it to the japs...), and painted the brake-calipers yellow/gold
12. Re-skinned saddle black (It too was mint-green!!!)

This bike is now for sale, if there are any Swedish people on this list. But I warn you; once bitten by the motard bug, you won’t stop until you end up on a real racer...

David Andersson
Direct +46 8 458 04 15
Facsimile +46 8 458 04 50
Birger Jarlsgatan 57 C
P.O. Box 7852
S-103 99 Stockholm, Sweden
www.almen.se <http://www.almen.se>

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is available for and annual fee of $45.00. This includes a years subscription to K650DSN, an advertisement up to but not exceeding 3.5″X3.5″ and a basic advertisement in the Haves, Wants, Needs or KLub Store.

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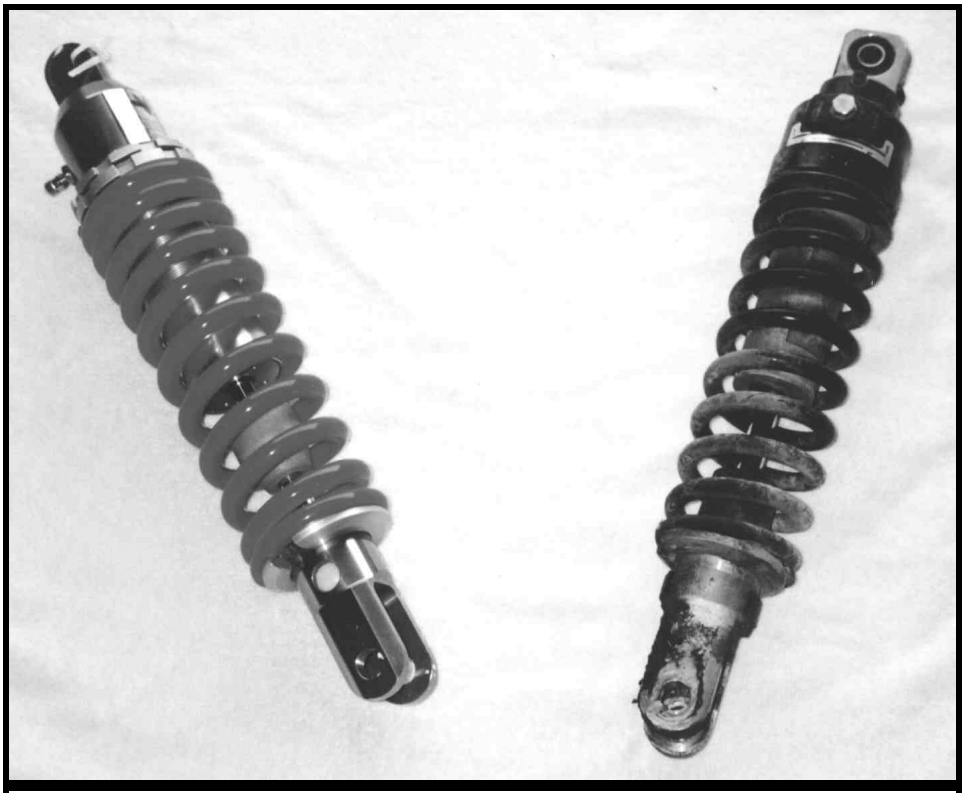
If your mailing label has an * in the upper right hand corner of the mailing label, you will need to decide which advertising structure you wish to follow as of January 1, 1999. This is necessary to maintain the quality of K650DSN while keeping the cost to subscribers low.

Progressive Suspension 420 Rear Shock

When you think about a stock KLR650, what is the first modification you think about making? For many riders it is the replacement of the front fork springs with progressively wound units. Next is tires, windshield, braided brake lines, seat, etc. For most riders, including me, the rear shock on the KLR650 is not at the top of the list for items to replace or upgrade. Since I acquired my KLR650, I rarely ever thought about replacing the rear shock with one of higher quality for a couple of reasons. One was that the stocker seemed to work just fine and the second was that replacement single shocks were prohibitively expensive. It wasn't until recently when I began hearing stories of failed rear shocks that I began to consider replacing the KLR's rear suspender and when Progressive Suspension, through Dual Star, offered me a chance to try one of the pre-production units, I took advantage of the opportunity.



The robust Progressive Suspension 420 Series shock(left) makes the stock Kawasaki unit (right) look like string cheese. Fans of the stock shock will miss the easy to adjust preload, but will love the Progressive's easy rebound adjuster.

The PS KLR650 rear shock is officially a 420 series Larry Roeseler Signature Series unit. For those who do not know who Larry Roeseler is, he is one of the most winningest off road racers and is responsible for many innovations in the sport. When Progressive Suspension decided to develop a 420 series shock for the KLR650, they contacted Mike Walburn at Dual Star, who had a great deal of suspension experience especially with the KLR650. When the shock arrived, I noticed three things immediately; the 420 shock was big, heavy, and it had a very pink coil spring. I found it hard to believe the shock would fit in the area were the comparatively small stock shock would, but I knew this had to have been worked out by PS and Dual Star, so I planned my installation. Before I get into that though, let's talk a little about the PS shock first. The shock is built from CNC aircraft aluminum so it has no castings or seams to fail. It is both Nitrogen gas charged and oil filled unlike the stock shock which is only oil filled. This dual element combination helps control heat, gives a more progressive feel to the shock as it works and eliminates the need for a remote reservoir which would be tedious to mount in the tight quarters of the KLR mid section. There is a small nipple on the shock body that is for charging with gas only. The shock has five rebound adjustments and a screw collar type adjustment for preload. The spring, which has a nice charcoal gray speckled finish on the production models, is about 10% thicker than the spring on the stock unit.

Installation of the shock is not particularly difficult, but it is time consuming and best planned with other maintenance chores such as carburetor removal. When installing your shock, you will have the opportunity to actually adjust your chain accurately by lining up the counter shaft, swing arm pivot bolt and rear axle. Rear shock installation required the detaching the rear sub-frame from the main frame and allowing it to swing backward. This is covered completely in the shop manual and in Jake Jakeman's carburetor removal instructions in the May-June issue of *K650DSN*. You should note that the rear sub-frame is deceivingly heavy and awkward to bring back into position at the end of the shock installation. I recommend you use a tie down strap attached to the handlebars that will allow you to gradually pull the sub-frame back into position incrementally and easily. The Kawasaki KLR650 supplement does a very good job of describing the installation of a rear shock, so I will not expound on it. I will tell you, however, not to use a swingarm stand on this procedure, since you will be removing the shock linkage bolt and the swingarm will pivot up and you bike will fall on top of you. The shock installs without a hitch on both the lowered KLR650 and stock height KLR. Amazingly, there is quite a bit of room in the area and the new shock fits it nicely with plenty of clearance in all directions. Once the shock was installed, and all of the

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Carl's Corner: Technical Insights

by Elden Carl

I just got off the phone with Kevin Bailey at Mobil. He says the new Mobil 1 motorcycle oil that Mobil is about to release will address the API SJ rating problem that plagues motorcyclists that want to use an automotive oil as a more cost effective alternative to motorcycle oils. Kevin tells me that Mobil 1 automotive oil works well in motorcycles, but the new motorcycle specific oil will handle long term, hard service better.

I also received a call from subscriber, Ron Kellner, in Pennsylvania. He was having an electrical problem that I hope he resolved before having his trip ruined. Electrical problems, whether on a motorcycle or in a car are tricky for the average person at best. I've never had an electrical failure on a KLR650 –knock on wood- but we all know that they do occur.

The most important thing is to take care of the battery. Keep the water level up and keep it at full charge. Every time a battery discharges, it never fully recovers, so it puts a extra load on the charging system which will eventually fail if it has to continually pull up a weak battery. Also, keep all connectors in good shape. Alan Roache of Baja Designs uses dielectric grease, which prevents corrosion. Always use the correct spark plug as specified in your owners manual and prevent shocks to the ignition system that could damage the black box.

The other day, I saw a KLR650 without its chain guard. The rider evidently was not aware that the front lower part of the chain guard is also the right chain guide and the white plastic guide takes care of the left side of the chain. Do not try to save weight on a bike by removing these as they are essential in getting the maximum life from your chain. If they have fallen off of your KLR, Tengai or KLX, replace them soon.

KLR engines will run much cooler if you install a low front fender. Acerbis has the Fast Front Fender, part number 16-8025-06 in white and black. I run the low fender in the summer and the high fender when it's cold and muddy. While we are on the topic of modifications, recently, the owner of a 1998 KLR was complaining about fuzzy images in his mirrors due to vibration. I recommend getting Honda XR650L mirrors which have vibration dampeners built in. They work great.

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... Progressive Suspension

(Continued from page 12)

bolts were torqued to specifications, I set rebound at the third setting and left the preload as it came, about three or four threads below the top.

My first ride on the Progressive Suspension shock was…, well…, a shock. I found the spring to be very stiff and small bumps that the KLR would glide over before, now felt like major sharp edged bumps. The spring was obviously very stiff and meant for higher speed and heavier load. I installed the shock just in time to load up the KLR and head for the Utah Get-Together. This is where the 420 began to work its magic on me. With a load on the bike, the rear of the bike remained composed even in corners on irregular pavement. The firmness of the shock was never annoying and never showed signs of wallowing like I experienced with the stock unit. Once I arrived in Moab and removed my gear from the bike, however, the harshness of the spring returned and the even small bumps would launch my behind from the seat. On a dual sport ride through Sand Flats, several sharp bumps had me thinking I was to be sent over the bars. When the pace picked up, however, the firm shock stayed composed and seemed to perform better. Furthermore, the 420 is able to control the rear of the KLR over a longer period of time, even when constantly being pounded by a rough surface. A good example of this is a fast stretch dirt road that I occasionally ride on the way home from work. Numerous potholes and plenty of wash board surface would have the stocker overwhelmed leaving the back end of the KLR feeling as if it would break away from the rest of the bike. Not so with the Progressive, though. As long as I am able keep my speed up to soften the spring, the shock will respond predictably and keep any rear wheel hop to a minimum. So the rule is to keep the pace brisk and the shock is happy. Over a period of about two thousand miles, the Progressive 420 shock has seemed to settle down and is not as harsh as it was new. Likewise, it has not seemed to become any softer which indicates an initial break in period is necessary before 420 settles in. It is worth noting that I am a relatively light person, at about 160 pounds in riding gear, so heavier riders may never even experience the stiff spring syndrome that I did. I should also mention that the 420 Series shock worked equally well with the lowering links on the KLR650, the preload just needed to be cranked up a bit.

I have always been a fan of Progressive Suspension products. Their fork springs reside in all of my motorcycles and I have yet to have any complaints with the service they provide. The Larry Roeseler Signature Series 420 shock for the KLR650 is no exception. A quality piece with great attention to detail and excellent craftsmanship will help to ease the pain of its $420.00 price tag. If it doesn't, the superior performance you gain in the suspension of the rear of the bike will. If you and your KLR650 are in it for the long haul, the 420 is a no brainer. The Progressive Suspension 420 Series shock for the KLR650 is available from Dual Star.

.....Carl's Corner

(Continued from page 13)

As you probably know, your rear wheel acts just like a third sprocket and can affect the speed of your bike. You need to be careful of tire sizes and overall diameters as they do have an affect on how your bike performs. You also have to worry about a wider tire rubbing your chain and ripping out your rear sub-fender. As far as I can tell, 25.5 inches is the correct diameter for the rear wheel/tire. I like to run a 120/90X17 better than the stock recommended 130/80X17 because it fits a 2.5 inch rim better and doesn't rub the chain guard like some 130/80's do. When I run my 120/80X18 (yes, that's right, an 18 inch rear wheel on a KLR650) rear Gripster (26.3 inches in diameter), I push the fork tubes down ½ inch down into the triple clamps using top extender caps. This brings the bike back to level and gives me more ground clearance overall. I then go to a 44 tooth sprocket to bring the gearing back to where it should be given the larger diameter of the rear wheel/tire.

Bob Bell of Precision Concepts 619-593-7473 is now set up for dialing in front KLR forks. Alan Roache of Baja Designs 619-792-0213 also has the specifications, which were worked out by Stig Pettersson of Pro Suspension and Tom Moen, KTM race manager. Tengai's have different fork tubes and street dampers, so they need a different setup which I do not have.

Bob Bell is a top suspension specialist who I've asked to look at the feasibility of updating the stock rear shock absorber on the KLR650 from oil to gas/oil with shim stack dampening. As soon as he get done with Team Honda's Baja 500 bike and other, he will have time to take a stock shock apart for study. The goal is to have an affordable gas conversion for the stock rear shock. We'll try to make spring change possible also as the stock spring is way too light for most riders. If you are handy, and want to do your own forks, send me a dime and self addressed/stamped envelope and I'll send you directions. Ron Jensen, Turf McTaggart, Robert Buchanan and I shared the $150.00 R & D cost, so you can't beat the price.

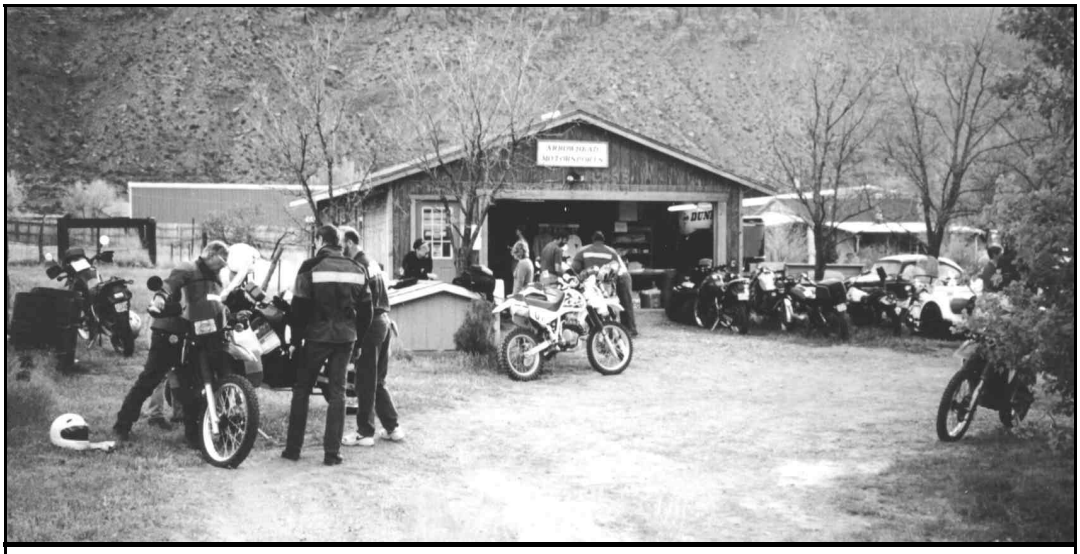
As you may know, IMS has the only plastic tank for KLR650's, but unfortunately, it doesn't fit well. Paul Threlkeld of Acerbis told me that if there was enough demand, Acerbis would consider making one for the KLR. If you are in the market, drop me a card and I'll pass it along to Acerbis, USA.

Finally, I have some KLR650 items for sale. Please check the Haves, Wants, Needs section of the newsletter.

Elden's wife, Pauline and the KLR. Note the added seat pad for Pauline that can be removed when riding solo. Tengai fork stanchions are grafted to the KLR650 legs to allow for Tengai front brake to be used. Ohlins rear shock reservoir can bee seen strapped to side frame tube.

Honda mirrors, DR350 hand controls, higher bars and a wider higher seat give Elden the ergonomics he wanted for his KLR650.

Utah Get-Together 1998



Riders gather at Arrowhead Motorsports after the day's rides are over.

I think it is safe to say that the 2nd Annual Utah Get Together was a success judging by the number of smiles I saw at the chili feed the last evening of the Get-Together. Before we get to that part of the event, however, let's start at the beginning. The 2nd Annual Utah Get-Together was held in Moab, Utah, on April 24th and 25th. Unlike last year, this year we had an actual place where we could visit and socialize, Fred Hink's Arrowhead Motorsports. Fred and his girl friend, Peggy, did a great job of setting up an area where we could register, plan rides and hang out. Many, many thanks go out to them. Also, unlike last year, many participants showed up a few days early to get some extra riding in. It took me almost an hour to make it from the parking lot of the Super 8 to my room because I kept meeting and talking with riders who had arrived early. One group in particular spent a goodly amount of time riding and documenting many of the trails so that we could have better organized rides next year.

Day one of the Get-Together saw the majority of the attendees rolling in. It was a cool, breezy day but not to the point of being miserable. It was actually nice in that you could wear your riding gear and not sweat to death. Many of the early arrivals had already headed out for rides while others came and hung out at Arrowhead Motorsports. Fred was kept busy with customers buying various, sundry parts and accessories for their machines and working on bikes. I spent most of the day signing in attendees and giving directions. Later that evening, the parking lot picnic took place at Arrowhead. It was great to see all of the personalized KLR650's and the different kinds of dual sports that showed up for the Get-Together. Dual Star set up a tent and had their dual sport specific wares out for riders to drool over. The camaraderie was great and folks began to group up and plan rides for the next day. By 9:00 p.m. the picnic was over and riders headed back into Moab to look at the hot rods gathering for the hot rod show the next day.

Day two started clear as a bell with a bit of a breeze. Most of the planned rides where leaving from the Super 8 Motel parking lot and the gathering of bikes was something to behold. The list of rides included the White Rim Trail, Onion Creek, Sand Flats, Porcupine Rim and the La Sal loop; something for everyone. Twelve riders dropped into Canyonlands for the White Rim ride while I lead a group of eight through the Sand Flats ride. Those who chose not to ride were treated to the huge rod and custom show at the City Park. Sand Flats was an easy two-hour ride well worth doing no matter what your skill level is. Not particularly challenging, but full of vistas and great scenery. A gentle climb takes you up near the Slick Rock and Porcupine Rim trails and then enters the La Sal National Forest. We stopped for a break and there was a definite chill in the air with snow still holding on in the shadows. The ride was uneventful and we were back at Fred's shop within two hours. I decided to take in the

(Continued on page 17)

NEXT YEAR

It became pretty obvious by the end of the Get-Together that everyone wanted to have another next year. It was also clear that it should be held at a time when the weather was a bit more cooperative and Moab not as crowded. So we went to work with the local Visitors Center and Chamber of Commerce and have a plan now for the 1999 Utah Get-Together, now set for June 3-6, 1999. You will notice that the event will now be two full days. This time of year will be a little warmer, and hopefully more riding will be available in the La Sal Mountains. Moab will not be as crowded either. We will have a designated campsite and motel in close proximity to each other, which will help out also. We have loosely formed a group organizing the Get-Together, but could use lots of volunteer help also. If you would like to help in putting on the 1999 Utah Get-Together, let me know. Gino

Arrowhead Post Rally Inventory

Arrowhead Motorsports has Magnetic drain plugs, K&P SS oil filters, IMS footpegs, UFO mudguards, Motion Pro clutch levers, Emgo clutch lever, Vista Cruise throttle locks, NEP throttle locks, Dynojet jet kit MSR shift lever, 14T sprocket, 43T sprocket, Bikemaster O-ring chain, RK SHO O-ring chain, IRC GP110 tire 5.10X17, IRC GP110 tire 3X21, Pirelli MT21 tire 130X17, Pirelli MT21 tire 90X21, Avon Gripster AV 34 130X17, ProGrip Gel grips, Progressive Suspension fork springs, Race Tech Gold Valve Emulators, Rally Pro hand guards, Rally hand guards, White Bros. skid plate, Russell SS front brake line, Russell SS rear brake line, Fastline SS front brake line, K&N handlebar, Fram oil filter, EBC front brake pads KLR&KLX, EBC rear brake pads KLR&KLX, Dunlopad front brake pads KLR&KLX, Dunlopad rear brake pads KLR&KLX, Leak Proof fork seals KLR&KLX, Motion Pro clutch cable, Terminator clutch cable KLR&KLX, Motion Pro throttle cable.

All Items available as of 6/17/98

Haves, Wants and Needs

1996 KLR650 with <2300 miles, 14" Rifle windshield, throttle lock, GIVI E45 saddlebags, and a Corbin seat. Have all original equipment. Bike is in excellent condition. Located just north of Sacramento, Ca. $4000.00. Gary Heard gaade@otn.net 530-788-0812

Five Stars engine guards for KLR650, very good condition. $70.00. Call Gino at 505-281-9886.

Kickstart kit for pre-1996 KLR650's. Includes gasket. Paid $225.00. Best offer, you pay shipping. Dobber69@aol.com

For Sale H.G. Paris Dakar jacket: antique brown size 42. Half of the new price: $225.00 firm. If no return call, it's sold. Ralph at 505-438-2584 Santa Fe, New Mexico. Rafa<sallymog@roadrunner.com

For Sale: Kawasaki **Tengai;** near mint! Approx 6000 miles, fresh tires and service. $3,500. Call Joel in New Mexico 505-758-9597

For sale 1989 Combi Camper spare tire and cooler rack 1100.00
Corbin seat for KLR650 $200.00
Kenneth Carpenter 217-675-2689

For Sale 1987 KLR650 engine 16,000 original miles. I will build the engine to suite your fancy. No labor, just cost of parts and engine. Two almost new stock shocks for sale. Set of wheel with Buchanan stainless spokes and nipples (1.85 front rim). Call Elden Carl 619-440-2960

Reader Feedback

Dear Gino and Friends,

The Second Annual Utah Get-Together at Moab was a thoroughly enjoyable experience for me with excellent riding and great company. The rod and custom car show added quite a bit of interest and excitement to the weekend also.

The "every man for himself" policy in lieu of pre-organized rides left a few of us out in the cold, so to speak. I was almost one of them until I fortunately happened upon a group of a half dozen KLR riders roaring out of the Super 8 parking lot (great bunch of riders too!).

I latched on to what became possibly the most fun dual sport ride ever as we rode out to Onion Creek Trail, eventually cresting some mountains in the snow! Winding down the other side into Castle Valley was spectacular. I recommend anyone who has not yet done this loop to plan on riding it next year.

Dual sporting aside, I really love re-uniting with the guys I met the previous year and meeting new riders as the event grows. Quite a bunch of interesting characters, I'd say.

All of you that enjoy this kind of riding, I'd strongly suggest you join one or more of the organizations protecting our rights to ride off highway. It's important as the so called environmentalist are out to shut down the planet and we are one of their favorite targets. While there are many organizations, here are two worth noting:

Blue Ribbon Coalition 208-233-6570
American Motorcyclist Association 614-891-2425

P.S. It was really great to see the joy in Eric Mercer upon taking delivery of that cherry Tengai from you. Nice machine!

Joel Wood

Joel,

Glad you enjoyed the Get-Together. Many other participants have the same feeling about the "no guided rides" policy so we will be having ride leaders next year. I hope this will get more people interested in some of the rides in the area.

While I really do not want K650DSN to become a sounding board for politics, I do agree that we need to join together as a group of motorcyclistswho ride on road and off road. The laws that continually encroach on the recreational area affect not only motorcycles, but mountain bikers, horseback riders, ATVs and snowmobiles; basically anything that leaves tracks. The two organizations you mention are very good in keeping us informed on what is happening in the political arena concerning our sport. –Ed.

...Utah Get-Together 1998

(Continued from page 15)

rod and custom show for an hour, then head down Horse Thief Pass with Bill Daniel, Roy Cope, and Steve Thweatt to meet up with the White Rim group. By now the day had become warm with gentle breezes and we found a nice group of cottonwoods along the Green River to while away the time waiting for the dual sporters to start their climb out of Canyonlands.

That evening was the chili feed put on by the Moab Motorsports Association Inc. Riders gathered at the Old City Park to enjoy chili, each others company and try to win one of the 30 or so door prizes. Chip Brock of Moab was master of ceremonies for the evening and mixed in some humor along with dishing out the door prizes. I couldn't have imagined a better setting as a beautiful park with 70 dual sport bikes and riders lined up along the split rail fence. After all of the chili was gone and the door prizes given away, it was time to head into Moab to see what has to be one of the greatest spectacles in motor sports, the hot rod drag races on Main Street. This is a true community event with locals lining the street and egging on hot rod drivers to "lay rubber" for them. It was a sight to behold, I tell you. Some enthusiastic on lookers would even go so far as to pour water/bleach on the pavement to give the hot rodders a nice surface for a burn out. Some dual sports got into the event doing wheelies for the crowd. Truly a great way to top off the Get-Together.

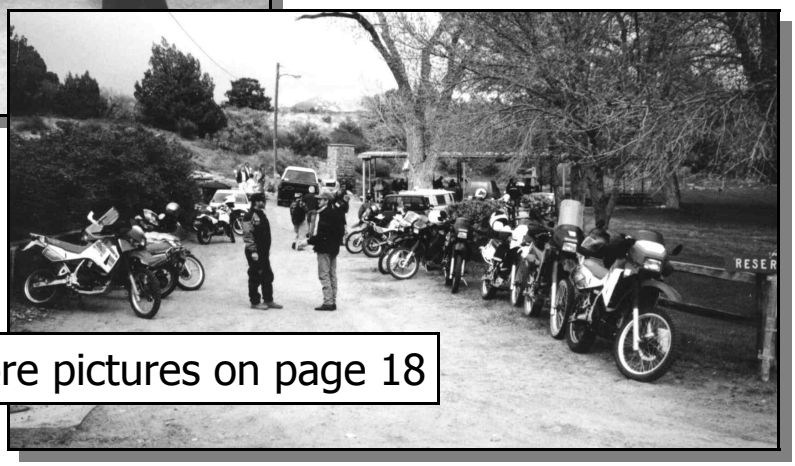
The next day it was up and at 'em for the journey home. Some riders stayed behind for more dual sport riding, but two other riders and I had to head back to New Mexico and a new workweek. It was a great ride home despite the fact we had to wait out a snowstorm in Cuba, New Mexico for an hour or so before being able to drop in elevation safely where it would only be raining. The rain didn't last long, as I had to deal with wind and snow as I climbed into the mountains to my home. At the end of the 400-mile journey, I was greeted by four inches of wet slushy snow, what a way to end an adventure ride.

All in all I could not imagine a better event than the 1998 Utah Get-Together; great people, great bikes, great place. It doesn't get any better. For your viewing and reading pleasure, check out the following web sites for more pictures and other riders take on the Utah Get-Together.

http://web.nstar.net/~carreras/

http://www.geocities.com/~klrdsn/moab98/index.html

Utah Get-Together 1998



More pictures on page 18

Colorado Get-Together

For those who could not make it to the Utah Get-Together in Moab, or simply need another good excuse to go riding, here is your chance. Rex and Karla Hefferan, owners/operators of the AwareNest bed and breakfast and *K650DSN* subscribers, are teaming up with nine other bed and breakfasts in the Pikes Peak area to host the Colorado Get-Together. This gathering of dual sports will be a little different than the Moab rally. Karla would like to see the guys bring their significant others and enjoy all that this area has to offer. While the guys ride, the women can ride or visit the many unique antique stores and various shops in the area. Dual sport riding in this neck of the woods should be fantastic especially since the Get-Together is scheduled for October 2, 3, and 4th and the fall colors should be at their best. On October 4th, a brunch will be held at one of the B&Bs before everyone heads their separate ways. This is a great opportunity to include your spouse or friend in the sport even if they do not ride. For more information, please contact Rex or Karla Hefferan at **888-910-8241** or check their web site at **shell.rmi.net/~avbb/cos.htm**. For more information on the ten bed and breakfasts that make up the **Authentic Inns** of the Pikes Peak area, call **888-892-2237** or check them online at **www.bbonline.com/co/pikespeak/.** You can also check the *K650DSN* web page, **www.geocities.com/~klrdsn**, for up to date info as well.

Next Issue Deadline

If you have an article you would like published in the September/October 1998 issue or have and advertisement you wish to place, I must receive it by **August 15, 1998.** Thank you.

KLub Store

This is the section where businesses selling KL specific items may advertise their products. This section is free with a one years subscription to K650DSN.

SAGEBRUSH MACHINE SHOP - Your source for:
Front sprocket shims - 10.9 centerstand bolts - socket head float bowl screws - pilot screw tools - Pelican case, Utah travel info - machine work
Okay to call evenings and weekends - **435-387-5575**

Utah Get-Together 1998

Top Right: *Many KLR riders spent sleepless nights dreaming of being rescued by Park Ranger Alyssa*

Bottom Right: *Crossing Onion Creek*

Bottom Left: *Snow in the high country*

Top Left: *Neil cruises through the White Rim Trail.*

Photos courtesy of